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9.30 a.m. to 11.00 a.m. Every 15 minutes.
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1.45 p.m. to 2.00 p.m. Every 15 minutes.
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General Managers.
Hongkong, 5th June, 1903.

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PORTLAND CEMENT.
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Hongkong, 14th May, 1903.

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MOTOR CYCLES, MAIL CABS,
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Everything in the trade always kept in
Stock. First-class workmanship guaranteed in
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JAS. D. M. CAMERON,
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All the Company's Waters are manufactured from THREE-DISTILLED
water—nothing can be purer. Merc FILTRATION is QUITE INEFFECTUAL
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18, Queen's Road,
Hongkong, 27th May, 1903.

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Less old than the above.

IMPERIAL BRANDY \$12.50 PER CASE.

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THE "PALL MAIL," \$22 PER DOZ.

11 Years old the finest quality shipped.

Each bottle bears an Analyst's certificate.

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Very soft, palatable, and mature.

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Hongkong, 1st April, 1903.

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HOUSEHOLD REMEDIES
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HEAT LOTION

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REMEDY

(TONG PANG CHONG)

An absolute specific for Ringworm and Dhobi Itch.

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AMMONIA

Try it in your bath and you will feel all the better for it. For cleansing silverware, jewellery, and clothing it is without equal.

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

[31]

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns should be addressed to this Editor.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.
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Letters
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DEATH.

On the 6th June, at his residence, 103, Bluff, Yokohama, CHARLES DAVIS MOSS, aged 60 years.

[1692]

The Daily Press.

HONGKONG OFFICE: 14, DES VETES ROAD, E.C.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 11th June 1903.

THE prevalence of plague naturally continues to absorb a great deal of public attention in Hongkong, and the number of European cases recently reported has of course made a considerable impression on the minds of the white community here. In to-day's figures the occurrence of six more European cases, following on that of nine in twenty-four hours and four in the previous forty-eight, shows that in this year's record the proportion of European cases must necessarily be high. Yet, in spite of the inevitable discouragement produced by such statistics, particularly after an abatement of the disease in 1902, it would be unwise to let any feelings of undue alarm gain ground. As far as we can discover, the type of the disease among the European patients has been generally mild. Indeed we have heard it suggested that a few people have actually been sufferers in a very slight degree without the fact being discovered; of course it is not possible to verify the truth of such a theory. Nevertheless from the number of persons attacked, this year must rank invariably high in the history of epidemics in the Colony, though fortunately we may now reckon ourselves to be at the climax of 1903. We are in the twenty-third week of the current year. In 1895 the culminating point was in the twenty-first week of the year; in 1898, in the nineteenth week; in 1899, in the twenty-fifth week; in 1900 in the twenty-sixth; in 1901, in the twenty-second; and in 1902 in the twenty-third. In all cases it may be said that the drop was very rapid when once the crucial point

was reached. As the behaviour of the epidemic has been markedly regular, there is a certain amount of satisfaction to be derived from these figures.

In other parts of the East plague seems to have made itself heavily felt this year. The latest detailed figure from Bombay, given in the *Times of India* of the 23rd May, showed 15,400 deaths from this cause in India in the previous week as against 20,000 in the week before that. The death-rate was then still double that of the same period in 1902. In Bombay city itself the week May 15th-May 21st showed 311 plague attacks and 296 plague deaths, the total for 1903 being 827 as against 1,132 in the same week of 1902, and 766 in the same week of 1902. The latest figures which we have seen of Bombay's population put it at about 830,000. As Hongkong's estimated population on the 30th June last was 311,824, we are able to arrive at some notion of the comparative severity of the disease in the two places, and it will be seen that, heavier sufferer as it undoubtedly is, Bombay is not justified in deriding, as it has done in the past, the seriousness with which plague is treated here. It is but natural that any city should look on its own ills with a particularly sympathetic eye and on those of others with less attention. But, as it is not long since a Bombay criticism of Hongkong's attitude toward plague was quoted in an official despatch in order to counteract the effect of the local complaints publicly made, it is only just to point out that Hongkong is with good reason concerned over the struggle which it has to maintain.

WE wrote recently in these columns urging that Peking should, as the Foreign Ministers there were reported to be pressing the Chinese Government to make it, be declared a Treaty Port. We pointed out then that though Peking has little real trade and no manufactures to speak of, there are some very substantial reasons why it should be thrown open to foreign commerce and residence. We are glad to see in a letter of the Washington correspondent of the *New York World* that, "in the negotiations for a commercial treaty with China, Mr. HAY has asked that Peking shall be made an open port; Mr. HAY desires not only to extend American trade, but also to render the operation of carving up China by the various European nations as difficult as possible. Mr. HAY believes that the opening up of the port of Peking will do more than anything else to delay the partition of China, and will largely balance the closing of the Manchurian 'ports by Russia.' Mr. HAY's view is an eminently sound one, and we trust that the United States Government will do all in its power to get Peking added, as it should have been in the earlier negotiations, to the list of Treaty Ports opened after the events of 1900. As we stated in dealing with this subject before, even if the opening of Peking were to drive the Chinese Court, still in reactionary hands, to take up its residence further south, that too would not be disadvantageous, for the influence of Russia would decline with the removal of China's capital to some point more distant from her frontiers.

The bowing handicaps at the Hongkong Club has been won by Mr. Joseph Hooper.

His Majesty's ship *Tamar* yesterday re-entered her anchorage after a brief visit to Kowloon dock.

Between three and four o'clock yesterday morning fire broke out in a medicine shop in Jervois Street, and destroyed one floor. The damage is at present unknown, but the premises are insured for \$4,000.

An Express issued yesterday by the Joint Telegraph Co's stated that all telegraphic communication with Tonkin is interrupted. Telegrams have, however, in transmission are being forwarded to Saigon or Tourane to await restoration of the land-lines.

The steamship *Arab*, owned by the Dollar Company, and engaged in carrying freight between San Francisco and Asia, is having an oil-burning plant installed. The device is the product of a local inventor, and different from any used on other oil-burning steamers. When equipped, the *Arab* will be the largest oil-burner on the Pacific.

The weekly band performances at the Kowloon Hotel, which were such a popular social feature last year, commence this evening again, when a turtle dinner will be served. By permission of Major Radcliffe and Officers, the band of the 33rd Burma Infantry will play the following programme during dinner (weather permitting):—

March "The Roll of the Drum," McClurg
Overture "Zampa," Herald
Gavotte "Danse Macabre," Alphonse
Walz "Dans les Fleurs," Berger
Selection "The Gay Parisienne," Ivan Caryll
Song "Beloved, it is 'om,'" Florence Aylward
March "La Comtesse," Translating
Polka "Par Ci Par Là," Waldfried
Selection "Three Little Maids," Roubens
Walz "Bella Nite," Trofert
"God Save the King."

The transport *Mercedes* arrived yesterday morning, bringing a cargo of New Zealand coal for the Admiralty.

The fortunate ex-under-purse of the P. and O. *Briamia*, who is going to marry the daughter of a Belgian Duchess, seems to be a fascinating sort of individual. It is said that, while at sea, an elderly lady was so pleased with his behaviour as under-purse that she has since left him £100 a year for life. After this, says a contemporary, the P. and O. Company are likely to be besieged by applicants for situations as under-purses.

The logic of the *Novoe Vremya* is delightful and peculiarly Russian. In commenting on the recent arrest of Colonel Yate by the Afghans the Muscovite paper commends Habibullah's energy and "aspirations to complete independence"; but turning promptly to the other side of the shield bemoans the continued exodus of a Russian representative from Kabul. The Amir's policy as applied to an Englishman is most praiseworthy, but as applied to a Russian it becomes "absurd inaccessibility"; and yet, strange as it may appear, it is with us and not with Russia that Afghanistan's treaty engagements, and the Russian Government has repeatedly acknowledged that the country itself is a British and not a Russian sphere of influence!

The Ichoufu correspondent of the *N.C. Daily News* wrote at the end of last month:— Since the Chinese New Year your correspondent has travelled rather extensively in the southern part of Shantung and has once penetrated Kiangsu province as far as Shanghai. During these months he has had constant occasion to observe the attitude of the people toward the foreigner, as shown by friendliness or its lack, by reviling and by kindred things. In Shantung the opprobrious name "foreign devil" was heard once, and friendly faces and friendly voices created one everywhere. However, no sooner had the line into Kiangsu been crossed than the attitude of the people changed decidedly. Cold looks, indifference, and unpleasant language, were in constant evidence. Why this difference? Geographical position alone will not account for it.

In the Sydney Bankruptcy Court recently S. E. Gregory, the well-known cicerone, gave evidence in his bankrupt state. The money he started business with, he said, he got from a test match on the Sydney Cricket Ground, in which he made £163 by his share, and £20 was collected for him on the ground, the total being £123. He first went to England under Mr. Boyle, the manager of the team, in 1890. He cleared about £400 out of that trip after paying expenses. He went to England again in 1893, under Mr. Victor Cohen, manager. He made nothing out of that trip, owing to bad weather and the Australian team being a poor one. He made £400 or £500 out of the 1896 tour. In 1899 he went to England under Major Wardill. This was a good year, the tour being a very successful one. He made about £700 net out of that tour.

Writing with regard to the anti-Semitic outbreak in Russia the *Pall Mall Gazette* says:— In Bessarabia the old fiction, enshrined in the *Canterbury Tales*, of a "ritual murder" by the Jews, has led to a ghastly popular outbreak against the chosen people. In this case without any desire to palliate the atrocities, committed by the Russians, we may point out a Russian boy really had disappeared; and that his body was found some days before the beginning of Holy Week. While the popular fury has resulted in the murder of one or so many Jews and the serious injury of five hundred others, there seems no doubt that even greater blame may rightly be laid to the charge of the Governor and the police officials on account of their amazing dilatoriness, particularly as ample warning was given by the appearance of venomous and inflammatory attack in the *Beobachter* a week before the day of the massacre.

THE PLAGUE RETURNS.

FRESH EUROPEAN CASES.

Out of 25 cases of plague reported during the 24 hours ended at noon yesterday—a similar number to that on the previous day—six were Europeans; one occurred at 392, Des Vettes Road West, another at the Central Police Station, a third at Kennedytown Hospital, a fourth on the sailing ship *Dunstaffnage* the fifth was that of an European of no fixed abode, and the sixth was at an hotel. This last apparently the case of the lady whose illness was as we stated in yesterday's issue, had not been definitely diagnosed, but as it is now included in the returns it may be assumed that the case is one of plague, as assumptions to the contrary notwithstanding. Of the remaining 21 cases, 1 was Indian (Victoria Gaol quarters), 1 Japanese (23, Ship Street), and 19 (22, fatal) were Chinese.

The case mentioned on Tuesday as having been removed from the filter beds in Richmond Road was Mrs. Barrington; from the Stag Hotel Mr. J. M. J. Davidson was taken away and from 60, Queen's Road East Mr. G. A. Paxton. Sanitary Inspector O'Keefe and Sanitary Inspector Conolly and Mrs. Conolly are down with the ailment. The cases from the Ocean are Joseph Woon, William H. Tu tehing, William Brown, James Crombie and William Daly. Among the latest persons to be removed to hospital is William Smith, a passenger from Canton on the *Yikang*; Constable H. Fan from the Central; and Wardmaster W. Mackay of the Kennedytown Hospital. The patient from the *Dunstaffnage* is Mr. E. Berger.

The weekly band performances at the Kowloon Hotel, which were such a popular social feature last year, commence this evening again, when a turtle dinner will be served. By permission of Major Radcliffe and Officers, the band of the 33rd Burma Infantry will play the following programme during dinner (weather permitting):—

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Song "Beloved, it is 'om,'" Florence Aylward
March "La Comtesse," Translating
Polka "Par Ci Par Là," Waldfried
Selection "Three Little Maids," Roubens
Walz "Bella Nite," Trofert
"God Save the King."

The first European case of plague in Shantung has just occurred, the victim being Mr. A. Pasquet. The patient is isolated in a boat off Shantung, and we learn that he is doing well.

TELEGRAMS

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENT.]

GENERAL NEWS.

SERIOUS BOILER EXPLOSION ON
FRENCH GUNBOAT "OLEY."

SHANGHAI, 10th June, 9.45 p.m.

The French gunboat *Oley* returned to Chungking owing to her boiler bursting when on the way to Suifu. Two were killed and two injured.

DISASTROUS FIRE IN PEKING.

SHANGHAI, 10th June, 10.47 p.m.

The Board of Revenue, Peking, was burnt last night. To prevent the flames spreading the French Hospital and the Board of Rites were intentionally destroyed. Foreign troops are working to extinguish the fire.

REUTER'S SERVICE.

THE LOSS OF THE "LIBAN."

LONDON, 8th June.

Two hundred to two hundred and fifty people were on board of the *Liban*, of whom it is believed one half have perished. The steamer sank in twenty minutes. A panic occurred among the passengers, who were at lunch when the steamer collided, and who endeavoured to seize the boats, only one of which was lowered; many persons were picked up by the boats of steamers in the vicinity.

LATER.

The collision, which occurred in sunshine and a calm sea, was apparently due to each Captain persisting in his course, expecting the other to deviate.

THE FLOODS IN AMERICA.

LONDON, 8th June.

It is estimated that the floods in America have rendered homeless 25,000 and submerged 200,000 acres of fertile farms. Martial law has been proclaimed at St. Louis to prevent looting.

FOREST FIRES IN CANADA, &c.

LONDON, 8th June.

The forest fires in Canada and New England continue and are particularly alarming in the Canadian maritime provinces. Around Ottawa and Montreal the people in the lumbering villages are seeking refuge at Nullards.

GERMAN CONSULAR CHANGES.

LONDON, 8th June.

Herr Lyburg, German Consul-General at Batavia, has been transferred to Yokohama, replacing Herr Coates, who has been appointed Minister at Bangkok.

THE JAPANESE SQUADRON IN
AUSTRALIA.

LONDON, 8th June.

The Japanese blue-jackets who took part in a review at Sidney with the British naval force were greatly cheered.

THE FRENCH IN MOROCCO.

LONDON, 8th June.

French artillery has bombarded Fesig for two hours.

VOLUNTEER CHURCH PARADE.

The annual Church parade of the Hongkong Volunteers will be held in St. John's Cathedral on Sunday, at 11 a.m. Special hymns will be sung, and the band of the Sherwood Foresters will assist the organ in the accompaniments.

Armour-Sergt Hawkes of H.K. Police and Volunteers, late of the 1st South Stafford Regt, will afterwards be presented with a South African War medal.

Cathedral seafarers, whose seats are requisitioned for the use of the Volunteers, will be provided with seats elsewhere.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

The barometer has fallen over China, particularly on the E. coast.

There are two depressions, one over the Yangtze Valley.

Pressure is highest over the N. part of the China Sea.

Gradients moderate with fresh S. winds in the Formosa Channel, and moderate SW. winds off the S. coast of China.

Forecast.—Moderate SW. winds; fine at first,

showery later.

MURDER BY A FOREIGNER
IN SHANGHAI.

People recently arrived from Shanghai

inform us, says our contemporary *O Pioneir*, that the lamentable case of P. A. Souza, clerk of the Gas Co., Shanghai, was not exactly what it was represented to be by the *North China Daily News*, and that there were many attenuating circumstances on behalf of the accused. Souza was coming home as usual when he met with four Chinamen, who provoked him, knocked off his hat, and assaulted him, and saying that he was completely unarmed and could not defend himself against his assailants, he ran into the house with the intention of securing a cane for his defence, being closely followed by them. As soon as the house was reached they broke one window, on which Souza became more excited, and, finding a carving knife on the table, got hold of it and came out to meet his assailants, who seeing him armed with a knife, tried to run away. As Souza is rather heavy and could not run fast, he could only follow one of them, at whom he threw the knife; as there was no post-mortem examination, the exact cause of death could not judicially be determined. Amongst the witnesses who have been summoned were the secretary of the Gas Co., and a few others, all of whom testified to the excellent character of Souza and that he must have been greatly provoked by the Chinamen to induce him to not as he did. These Chinamen, people say, belonged to a gang of gamblers and are reputed to be bad people.

The Portuguese community in Shanghai promptly subscribed about \$2,000 for Souza's defence, and the Gas Co., being thoroughly convinced that the accused will be acquitted, granted him six months leave with advanced salary, and to his brother, who is in the same employ, three months' leave on full pay in order to accompany him to Macao.

Our Shanghai contemporary, *O Pioneir* adds, recently said that the Chinese have lately behaved themselves very insolently toward the foreigners residing in the Hankow district, provoking them without any motive and exciting them to break the peace. No wonder that Souza got into trouble.

POLICE COURT.

Wednesday, 10th June.

THE "AMPHITRITE" AT HONOLULU.

WIRELESS TELEGRAPHY.

The following is taken from the Hawaiian Gazette of the 12th ult.:

On the day before the departure of the big British cruiser *Amphitrite* from this port for the Orient, a couple of the directors of the Inter-Island Telegraph Company had a consultation with Captain Windham relative to the wireless system on the cruiser, and the feasibility of making some tests of the local system with the cruiser's apparatus.

Captain Windham was most accommodating about it. Tests were made at once with the cruiser's wireless mast, with the result that the station at Makukona, Hawaii, was communicated with successfully. This was sending and receiving messages at a distance of 130 miles, and was most satisfactory. After this experiment, it was proposed by the local directors to which proposition Captain Windham agreed, that the cruiser, as she steamed out of port, should run in close to Barber's Point and attempt communication with the stations of the Inter-Island Company at Waialua and on Molokai, Lanai, and Kauai. This agreement was carried out to the letter and presently word was received at the shore end from the cruiser that the operator on board the *Amphitrite* had exchanged messages with the wireless stations at Waialua, and on Molokai and Lanai. The Lanai reading had been rather faint, but with Molokai communication had been markedly easy. As to Kauai, the man on the British cruiser could not get that island at all. They had failed to get Kauai from the harbour also, but that was probably because there was a mountain in the way. As to the failure at sea, that is not considered a failure really, because it is not yet known whether the operator on the Garden Isle was in his office at the time the attempt to reach him was made.

Captain Windham was even better than his word to the local wireless people, because the *Amphitrite* continued to call the station here until 3.15 on the afternoon of the sailing day. After that hour the cruiser was lost to the shore end, probably because the operator on board of her ceased working. This establishes the fact that the various stations of the Inter-Island system can be caught from Barber's Point, and indicates many things to the local management in the way of making their system more effective. Also, it contains a hint for the future, when ships that come in and go out of this port will announce their coming to the people on shore a long time before they are sighted.

THE U.S., RUSSIA, AND MANCHURIA.

A Washington despatch dated the 7th ult. says:

In the Russian series of diplomatic exchanges from the current volume of foreign relations now in press is given the text of a communication addressed by Ambassador Tower to the Russian Foreign Office, relative to the announcement that China was about to sign an agreement with the Russo-Chinese Bank, by which valuable exclusive privileges were to be secured by that institution. The note brought forth the important declaration from Count Lansdorff, Minister of Foreign Affairs, that Russia purposed to restore Manchuria to China, and would recall her troops from that province, and that there was no intention to interfere with the "open-door" arrangement.

Tower's note to the Russian Minister for Foreign Affairs follows: "In obedience to instructions which I have received from the Government of the United States, I have the honour to inform your Excellency that the American Minister to China has reported in a telegram recently received at Washington that Prince Ching has agreed to sign the Manchuria convention and also a separate convention with the Russo-Chinese Bank, under which exclusive privileges of industrial development in Manchuria are to be granted to that bank. I am instructed to say that the Government of the United States could look only with concern upon any arrangement by which China should extend to a corporate company the exclusive right within its territory to open mines, construct railways and to exert other industrial privileges."

It is the belief of the Government of the United States that by permitting or creating a monopoly of this character China would contravene the treaties which it has already entered into with foreign powers and would injure the rights of American citizens by restricting legitimate trade; also that such action would lead to the impairment of Chinese sovereignty and tend to diminish the ability of China to meet its obligations. Other powers as well might seek similar advantages in different parts of the Chinese empire and would destroy the policy of equal treatment of all nations in regard to navigation and commerce throughout China.

I am further instructed to convey to your Excellency the sentiment of the United States Government that the acquiring by any one power of exclusive privileges in China for its subjects or its own commerce would be contrary to the assurance repeatedly given by the Imperial Russian Ministry for Foreign Affairs to the United States of the intention of the Russian Government to maintain the policy of the "open door" in China, as that policy has been advocated by the United States and accepted by all the Powers who have commercial interests within the Chinese empire.

"I am to assure you that the Government of

the United States is now, as it has always been heretofore, animated by the desire to secure for all nations entirely equal intercourse with China, and I am instructed to present to your Excellency the request that the Imperial Russian Government will give due attention to the foregoing considerations, which have also been addressed to the Chinese Government, and to express to your Excellency the hope that such measures of procedure may be adopted as will allay the apprehension of the Government of the United States."

Following is the reply of Count Lansdorff: "The Imperial Government, always desirous of cultivating and developing the best relations with the United States, is fully disposed to remove that anxiety which the proposed arrangements between Russia and China appear to have caused the Cabinet in Washington, but it feels itself bound at the same time to declare that negotiations carried on between two entirely independent states are not subject to be submitted to the approval of other powers."

"There is no thought of attacking the principle of the 'open door,' as that principle is understood by the Imperial Government of Russia, and Russia has no intention whatever to change the policy followed by her in that respect up to the present time."

"If the Russo-Chinese Bank should obtain concessions in China the agreements of a private character or relating to them would not differ from those heretofore conceded to many other foreign corporations. But would it not be very strange if the 'door' which is open to certain nations should be closed to Russia, whose frontier adjoins that of Manchuria and who has been forced by recent events to send her troops into that province to re-establish order in the plain and common interest of all nations? It is true that Russia has conquered Manchuria, but she still maintains her firm determination to restore it to China and recall her troops as soon as the conditions of cession have been agreed upon and the necessary steps taken to prevent a fresh outbreak of trouble in the neighbouring territory."

"It is impossible to deny an independent state the right to grant others such concessions as it is free to dispose, and I have every reason to believe that the demands of the Russo-Chinese Bank do not in the least exceed those that have been often formulated by other foreign countries, and I feel that under the circumstances it would not be easy for the Imperial Government to deny to Russian companies support which is given by other Governments to companies and syndicates of their own nationalities."

"At all events I beg your Excellency to believe that there is not nor can there be any question of the contradiction of assurances which, under the orders of his Majesty, the Emperor, I have had occasion to give heretofore in regard to the principles which invariably direct the policy of Russia."

Because of the announcement of the Anglo-Japanese agreement at about the same time Hay addressed the Russian Government relative to the Russo-Chinese Bank, Hay directed Ambassador Tower to advise the Russian Government that this Government did not know that negotiations for such an agreement were pending and that neither Great Britain nor Japan was consulted regarding the note.

SAILORS PERFORM THEIR OWN FUNERAL RITES.

Thirteen Norwegian sailors, who were rescued from their sinking ship by the Hamburg-American liner *Pennsylvania* during its recent voyage from Plymouth to New York, had one of the most extraordinary experiences which ever fell to the lot of seafaring men. The steamer, the *Ziggen* of Hamburg, was a vessel of 670 tons, and was bound from Cape Breton to Connecticut, with a cargo of steel. During a series of fierce gales which raged in the Atlantic the *Ziggen* lost her propeller, and was rendered a helpless prey to the fury of the wind and weather. For five days and a half the vessel was driven hither and thither by the mountainous seas, blinding snowstorms which followed each other with quick succession making her plight even more terrible. The condition of the crew was most pitiful. Throughout the five days they were compelled to stay on the deck, which was covered with snow, and were nearly frozen to death.

Several times during their awful vigil rescue seemed to be near, as now and again steamers were sighted. But not once were their signals of distress noticed. On the sixth day they had practically lost hope of being saved. The ship was becoming water-logged, and seeing that death was fast approaching the captain gathered his little crew around him, and called upon them to prepare for their end. The scene which followed is probably unprecedented in the history of the sea. With the twelve men kneeling around him in reverent attitudes the captain began to solemnly read the burial service. The crew had thus nearly completed their own funeral rites, when the smoke of the *Pennsylvania* hove in sight. As the liner drew nearer the Norwegians made frantic efforts to attract attention, and were nearly overcome with joy when they saw the mammoth ship, slow down and a lifeboat leave its side.

Soon the rescue party arrived, and the despairing mariners who had lost all hope of succour were quickly transferred to the hospitable decks of the liner, where everything possible was done for their comfort.

OPINION ABROAD ON KING EDWARD'S TOUR.

Americans, always predisposed to credit the King with a great and direct influence on affairs, follow him now on his Continental tour with intelligent interest, writes the *Times* New York representative on the 3rd May. They regard him as a messenger of peace and goodwill. They describe him as a great Ambassador. They believe that his visit to Paris has really done much to promote Anglo-French friendship, or perhaps to create a condition of feeling between the two peoples likely to benefit both. His Majesty's presence in Italy was thought primarily only a visible symbol of the excellent relations long existing between England and Italy. But his interview with the Pope, purely personal as it is known to be, and to the Pope as a spiritual and not a temporal Sovereign, has profoundly gratified the nine millions of American Roman Catholics, Irish included. All these views and many more occur in the leading American papers. The non-Catholic press speaks cordially of the Vatican incident, rather wondering that English Nonconformists should see in it a mark of homage to the Papacy as such. The *Tribune*, staunchest of Protestant journals, observes: "All that has happened is that the King has paid a courteous and graceful visit to one of the most venerable and distinguished men now living. That he went to the Vatican directly from the Quirinal is sufficient proof of the non-political nature of his visit. He has not endangered the Protestant succession in England. He has not offended his Royal host at the Quirinal. He has gratified some millions of his subjects, and has maintained his old reputation for unfailing tact and courtesy." The most curious of all is the discovery that a King may by these methods do a service to his country which a president cannot, since a President may not journey abroad while he is President. A monarchy, therefore, and to that extent, has "a practical value" even in Republican eyes. If it had not, the King's abiding and universal popularity in the United States would remain.

The Berlin and Vienna correspondents of the same journal write as follows:—

While it is impossible for German observers to ignore the cordiality of King Edward's reception both in Rome and in Paris, the tone of the reports which are provided for the information of the public is such that petty incidents which may be thought to detract from the general effect are unduly magnified, and the attitude of the Parisians in particular is described as polite rather than cordial. In most instances considerable caution is exhibited in dealing with the relations of Great Britain, France, and Italy, since it is seen that any rash language employed in this connection would produce undesirable consequences. The *Post* publishes elaborate lucubrations intended to reassure German opinion. It goes so far as to say: "A real Anglo-French entente is in the long run impossible, because in the colonial sphere differences will invariably, and in fact will very soon, arise, with the result that the artificially-spun threads will be severed with a sudden jerk." The only kind of rapprochement between France and England which the *Post* regards as practicable, and which it warns its readers against dismissing from their calculations, is some kind of temporary understanding with special aims and of brief duration. King Edward's speech to the British Chamber of Commerce shows that a relationship far more profound and permanent is in store for the two neighbouring nations. Good relations between England and Italy are described as part of the programme of Prince Bismarck. It is hardly in that sense that the British and Italian nations regard their traditional friendship, which has been consecrated afresh by the reception accorded to King Edward in Rome. The King's visit, and Anglo-Italian relations in general, cannot have anything to do with German "programmes," which are really becoming as ephemeral as the menu of yesterday's dinner.

The Austrian Press makes to-day (April 30) full amends for the indifference hitherto displayed towards King Edward's journey. The magnificent reception accorded to his Majesty in Rome, the warmth and political significance of the toast exchanged at the Quirinal, the unfailing tact with which the King responded to the Italian manifestations of sympathy, and the circumstance that the visit to the Italian capital is to be followed by the visit to Paris, draw from Austrian pens a stream of comment and reflection. The tone of these utterances is not only unexceptionable, but in most cases friendly. The semi-official *Freudenblatt* points out that in the homage paid by Italians to King Edward there is an element of profound satisfaction that the first ruler of the United Kingdom to enter Rome should enter it as the capital of united Italy. The visit to the Quirinal, adds the *Freudenblatt*, gave King Edward an opportunity of proving his respect for the Pope. "The successor of Henry VIII. could bestow himself to the Vatican because he was a guest in Rome. A whole phase of history lies in this fact, and the Italians, who are proud of their young realm and proud of Leo XIII., rejoice to show a foreign Sovereign the double power represented by their Rome." After an analysis of the historical and political basis of Anglo-Italian friendship, the *Freudenblatt* emphasises the advantage drawn by Italy from her membership of the Triple Alliance, which has enabled her to tide over many a difficult moment and to create for herself the position she now enjoys. Italian interests make good relations with France and England very desirable, and King Edward's toast points the way along which England and Italy may proceed hand in hand. Even though no immediate political conclusion can be drawn from King Edward's words, they are, nevertheless, of worth to Italy as a sign of his friendship. "We are convinced," concludes the *Freudenblatt*, "that the festivities in Rome will have their effect upon the English people, which sees its King thus honoured, and that the sympathy felt by England for the grand old country of civilisation will thereby be vivified and strengthened."

MISCELLANEOUS NOTES AND NEWS.

UNHAPPY BREAKFASTS.

An English lady writes in one of the reviews: "The longer I live the more convinced I am that breakfast is the real cause of more domestic friction than can be accounted for by mere incompatibility of temper. It is not in human nature to be amiable in the early morning. The patriarchal system by which four or five different branches of a family live under one roof could not possibly continue abroad were the various families obliged to submit to the breakfast test. Your father-in-law, your mother-in-law, your brother-in-law and his wife, your sister-in-law and her husband contemplated over a dish of poached eggs in the early morning would be impossible, but by midday we have buried our savage instincts, assumed once more the Christian virtues, and are prepared to face the world of relations-in-law with resignation, and perhaps even the semblance of appreciation. After all, it is a great thing to be born English, it teaches us to see the follies of our national institutions and the happier methods of foreign countries—at any rate in the matter of breakfast."

A WONDERFUL AIRSHIP.

A wonderful airship will compete for the £40,000 prize offered by the St. Louis Exhibition. The airship, which will be made of aluminium, is now building, and will present entirely new features in aerostats, aerodromes, and aeroplanes. It will contain compartments for passengers, mails, and freight. The ship, including equipment, is to weigh 13,000 lbs., and have a lifting capacity of 21,000 lbs. It is expected to lift twenty-five or thirty passengers with baggage and provisions. Mr. Stanley, the inventor, says: "Trips across the Continent will be made with ease and perfect safety. Airships within a few years will ride above storms, and will be able to breast any air-current." The inventor's supporters say there is nothing theoretical, not the smallest detail, in the construction or navigation of his airship. Every detail has been tested by science, and demonstrated to the complete satisfaction of every engineer who has seen the model or the plans. Aeronauts have assisted Mr. Stanley in exploring the air in balloons at all altitudes, and it is claimed that an absolutely accurate knowledge of the conditions he has to deal with ensures the inventor success.

ENTERIC IN INDIA.

Enteric has completely displaced cholera as the scourge of the army in India. When we read in the annual report of the Sanitary Commissioner with the Government of India, Surgeon-General Franklin, that there were only twelve cases of cholera amongst the whole of the British troops in 1901, and that at no station did more than three occur, it is hard to realise the nameless terror this disease excited until a comparatively recent period. But whilst less swift and fearless in its results, and is by far the most serious enemy to the military sanitarian has to meet. In 1901, for example, when there was a marked decrease of both mortality and morbidity of enteric fever, there were 776 admissions and 363 deaths, or 27 percent of the total mortality amongst British troops. As the average duration of a case was over fifty-five days and the average number constantly sick 317.07, the total annual loss of service due to enteric alone attained the proportions of 42,730 days. The gravity of these figures is intensified by the fact that after all we really know extremely little that is definite about the cause of the origin and spread of a disease which exercises such disastrous effects upon the young soldier.

A BREVILIC LONG TRIP.

Thirty-eight hundred miles, through calm and storm, and with no men at the helm, the bulk of the once good ship *Fannie Kerr* followed a course from a point in mid-Pacific, not far from the Hawaiian group, to the far island of Formosa and threw her bones up on the beach, to sail no more. It was on May 29th, last year, that fire broke out in the coal cargo of the *Fannie Kerr* while she was bound from Newcastle, Australia, to San Francisco, and Captain Gibbons and his crew abandoned the ship without delay after a few hours' fight with the flames. All gages convinced them that the vessel would be a total loss. They stood away in their small boats for the Hawaiian islands, and all finally reached Honolulu. Tugboats and steamers from Honolulu made diligent search for the abandoned *Fannie Kerr*, but without avail. It was in latitude 26 deg. 30 min. north, longitude 169 deg. west, that she was last seen by the crew. Though the bulk kept afloat and continued to burn for nearly a year, she was not seen by any of the hundreds of steamers and oil ships passing to and fro from the Asiatic coast until a few weeks ago, when the steamer *Taurus*, bound from India for Yokohama, reached her destination on April 9th and reported that the *Fannie Kerr* had been sighted about five miles from Formosa. All the rigging was gone except the bowsprit, and smoke was still coming from the derelict. The decks had buckled, and there was evidence that an explosion had taken place. The news received later that the wreck had finally gone ashore on Formosa confirms the report made by the *Taurus*. In travelling from the point where she was abandoned a year ago the *Fannie Kerr* covered a distance of 3,800 miles. Her exact course as she followed the currents will never be known but the spot where she went ashore on Formosa is in practically the same latitude as the place where she was abandoned.

"Sam" he cried.

A tall, shaven, keen-eyed editor entered from the next room.

"We've got Spain, now!" exclaimed Mr. Hearst, displaying the message from Cuba.

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SCHOOLBOY BLUNDERS.

The *Pilot* gives an entertaining collection of schoolboy blunders, a few of which are:

Q. In what play does the character of Bonwick occur?—A: In the Prayer Book.

Q. Who wrote *Oceanus*?—A: A Fraud.

Q. To whom was said, "I served thee four years for thy two daughters"?—A: The Devil.

Q. At what school was Byron educated?—A: The Lake School.

Q. From what animal is musk made?—A: The musketeer.

Q. Who was the English commander in the late battles in the Soudan?—A: Cardinal Wolsey.

Q. Who was "the Nobe of Nations"?—A: Niagara Falls.

A BEDEKIN ROMANCE.

A telegram from Butte, Montana, tells the story of a genuine romance. John Anderson, a Swede, has for years been looking for his cousin, a young woman, who is wanted as the heiress to a fortune in the custody of the Swedish Courts. She disappeared when her parents were murdered by Creo Indians. Recently while Anderson was talking with some Creos, he noticed a light-haired aqua, called "Sarah Big Cloud." Being questioned, she knew nothing about her early life, except that her parents were whites and had been killed. She had grown up with the tribe, and had married an Indian, who had recently been killed by a snowslide. She produced a ring with an inscription which she was unable to read. "To Mathilde. From papa and mamma, 1885." That was the name of Anderson's missing cousin and the year of the parents' murder. After Anderson has put the facts to legal proof, the couple will return to claim the inheritance.

Mr. James Creelman, who was correspondent of the *New York American* during the Spanish War, writes in glorification of "yellow journalism." Some time before the destruction of the battleship *Maine* in the harbour of Havana the *New York American* sent Frederic Remington, the distinguished artist, to Cuba. He was instructed to remain there until the war began. After remaining there some time Mr. Remington sent this telegram from Havana: "W. R. Hearst, *New York American*, N.Y.—Everything is quiet. There is no trouble here. There will be no war. I wish to return." Remington.

This was the reply: "Remington, Havana. Please remain. You furnish the pictures, and I'll furnish the war." W. R. Hearst.

The proprietor of the *American* was as good as his word, and to-day the gilded arms of Spain, torn from the front of the palace in Santiago de Cuba, hang in his office in Printing House St., a lump of melted silver, taken from the smoking deck of the shattered Spanish flagship, serves as his paper-weight, and the bullet-pierced headquarters flag of the Eastern army of Cuba—gratefully presented to him in the field by General Garcia—adorns his wall.

The incident which did more to arouse the sentimental opposition of the American people to Spain than anything which happened prior to the destruction of the *Maine*, was the rescue of the beautiful Evangelina Cisneros from a Havana prison by the *A*

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NEW ADVERTISEMENTS TO LET.

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DAVID SASOON & CO., LTD. Hongkong, 11th June, 1903. [1683]

NOTICE.

THE Firms of KIM SENG LEE & CO. of Bangkok, and KIM HONG JOO, of Hongkong, having Dispersed Partnership, the Firm of KIM SENG LEE & CO. gives notice that it will NOT be RESPONSIBLE for any DEBTS contracted by the Firm of KIM HONG JOO from this date nor during the nine years' existence of the Partnership. KIM SENG LEE & CO. Hongkong, 11th June, 1903. [1690]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship "THALES," Captain Robson, will be despatched for the above port TO-MORROW, the 12th inst., at 10 A.M. For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers. Hongkong, 11th June, 1903. [1685]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHE LLOYD, HAMBURG AMERIKA LINIE

THE departure of the Imperial German Mail Steamship "STUTTGART" for Europe, etc., is POSTPONED UNTIL SATURDAY, the 13th instant.

The exact hour of departure will be notified later on.

NORDDEUTSCHE LLOYD, MELCHERS & CO., Agents. Hongkong, 11th June, 1903. [1686]

THE EAST ASIATIC COMPANY, LIMITED.

FOR SHANGHAI, PORT ARTHUR AND TONGKU.

THE Danish Steamer "PRINS VALDEMAR" Captain Koch, will be ready to load on or about TUESDAY, the 16th inst.

For Freight or Passage, apply to MELCHERS & CO., Agents. Hongkong, 11th June, 1903. [1687]

NOTICE.

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

SATURDAY, the 13th JUNE, 1903, at 12 O'CLOCK NOON, at Godown No. 29 of the HONGKONG AND KOWLOON WHARF & CO. LTD., Kowloon, One FURNACE, Twelve PULLEYS, Six SHAFTS, &c., &c.

Inspection Order on application.

TERMS.—As usual.

GEO. P. LAMMERT, Auctioneer. Hongkong, 5th June, 1903. [1684]

EXCURSION TO MACAO.

ON SUNDAY, the 14th JUNE, 1903, the S.S. "WING CHAI" will leave her Wharf, opposite Central Market, at 8.30 A.M., and return at 10 P.M.

Arrangements have been made with the Manager of Macao Hotel to provide an excellent Tiffin and Dinner at reduced rates and Bathing Clothes, &c., at a reasonable charge.

Fare.—Return Ticket, \$2; including Tiffin or Dinner either on board or at Macao Hotel, \$3; including Tiffin and Dinner, \$4.

Tickets can be bought either on board or at SAM WANG CO. LTD., 81, Queen's Road Central, Hongkong, 10th June, 1903. [1681]

EXCURSION TO MACAO.

GRAND PROCESSION—FEAST OF S. ANTHONY.

THE well-known ss. "CHUKONG" will have her usual Wharf (next to the Steamship Company's Wharf) at 8.30 A.M. on SUNDAY next, the 14th INST., returning from Macao at 9 P.M., returning obtainable on board. Tickets, \$1.50 return, obtainable on board. Hongkong, 10th June, 1903. [1680]

SPECIAL EXCURSION TO MACAO.

BY the newly built Steamer

"KINSHAN" of the Hongkong, Canton and Macao Steamboat Co. Ltd.

Owing to the Feast of St. Anthony on SUNDAY, the 14th INST., the above Steamer has been chartered to leave Hongkong on that day at 9 A.M., returning from Macao at 10 P.M. Sharp.

Meals and Refreshments will be provided on board.

Among the passengers there will be a number of the members of Sociedade Philharmonica (Orchestra) and they have kindly consented to render some Musical Selections on route.

TICKETS can be had from 7 to 9 A.M., on board, on Sunday, the 14th inst., or from the International Hair-Dressing Saloon. Return Ticket \$2.

Hongkong, 8th June, 1903. [1682]

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G. H. G. & CO., Importers and Exporters of Foreign and Colonial POSTAGE STAMPS, 53, P-1 Street, Hongkong, have just received for sale at their stall on Hongkong Hotel Corridor a large variety of nice Pictorial Post Card Albums, Pictorial Post Cards, Panoramas of Hongkong, Macao, Canton, Chinese Costumes, Views, &c., &c., in Phototype and Coloured Colotype. Assortment of Postage Stamp Albums, Lenses, Hinges, Tweezers and other Philatelic goods. Prices to suit all Customers. Correspondents wanted. Foreign orders promptly attended to. Cash with order or 1st class reference.

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Novel Specialties. Best in the Far East. Refreshing and invigorating drinks of the season Just Produced, Long-Life, Non-Intoxicating and Excellent Beverages.

Hir-Dee, Winter Stout, Strawberryade, Apple-Champagne, Orange Champagne, Hop Ale.

HIGH CLASS CHRISTMAS CAKES, decorated... from \$1.00 Plain Christmas Cakes... 60 " German Sand Cakes... from \$1 to \$5.00 Assorted Pastry Cakes... per dozen 60 " Scone Buns... from 1.50 " Fried Stollen... 2.00 " Mint Pies... per dozen 2.40 " Chicken and Ham Pies... from 3.00 " Game Pies... from 5.00 " Christ mas Puddings &c., to Order. Please apply to WEESMAN & CO., 142 Prayaik; ANGLO-AMERICAN STORES, 64, Elgin Road; or ROYAL AERATED WATER DEPOT, Ice House Street. Hongkong, 18th December, 1902. [1683]

CARMICHAEL & OLAKKE, CONSULTING ENGINEERS AND SURVEYORS AND CONTRACTORS. REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG A.B.C. Code, 4th Edition.

Lister's Standard Code. TELEPHONE, 233. Hongkong, 13th March, 1903. [1690]

TO LET.

FIRST FLOOR No. 8, QUEEN'S ROAD CENTRAL. Suitable for Office. Apply to—

I. LAN CHUEN, Care of Mr. A. M. P. seaboy, Nos. 7 and 8, Zetland Street. Hongkong, 11th June 1903. [1689]

CONSULTING ENGINEERS AND SURVEYORS AND CONTRACTORS. REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG A.B.C. Code, 4th Edition.

Lister's Standard Code. TELEPHONE, 233. Hongkong, 13th March, 1903. [1690]

1340

ENTERTAINMENT

FAMOUS JAPANESE ROYAL TROUPES OF ACROBATS AND YOUNG GIRLS

WILL give PERFORMANCES at PRAYA CENTRAL (opposite the Central Market).

WONDERFUL ACTS AND DANCES IN WATER, CONSTANT CHANGE OF PROGRAMME.

PRICES OF ADMISSION:—

1st Class... \$2.00

2nd... 1.00

3rd... 0.50

Day Time—12.30 to 4.30 P.M.

Night Time—6.30 to 11.30 P.M.

Hongkong, 27th May, 1903. [1688]

NOTICES OF FIRMS

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公有限公司

THE OFFICES of the above Company have been OPENED at No. 35, QUEEN'S ROAD CENTRAL, 2ND FLOOR.

Hongkong, 21st March, 1903. [1624]

CHINESE AMERICAN COMMERCIAL COMPANY.

司公美華

IMPORTERS, EXPORTERS AND MANUFACTURERS.

THIS Company's Offices are Established at Nos. 20 and 21, CONNAUGHT ROAD

opposite Douglas Pier. Hongkong, 1st May, 1903. [1621]

SHIPS SURGEON.

A EDINBURGH MEDICAL CERTIFIED DOCTOR (L.R.C.P.) is open for Engagement on Local Steamers, or any Medical Establishment.

Apply by letter to— MEDICAL, Care of Daily Press Office.

Hongkong, 9th June, 1903. [1668]

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A COPY OF THE

ENCYCLOPEDIA BRITANNICA

(THE "TIMES" REPRINT)

In 25 large Quarto Volumes: Half Morocco Binding; Perfectly New and in A Condition.

The only Standard Work of Reference in the English Language.

Price, only \$250.00.

Apply to—

"LIBRARY," Care of Daily Press Office.

Hongkong, 22nd May, 1903. [1605]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTEZ'S, AMERITTE and KYNOCK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 355. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong, 28th November, 1902. [1188]

EQUITABLE LIFE

HENRY B. HYDE, Founder.

A strong and healthy life.

An Equitable policy contains everything that is desirable in a life insurance contract. Notwithstanding the superiority, the rates are no higher than other companies. Write for information.

F. KIENE, Manager. Hongkong, 21st May, 1903. [1499]

IN THE SUPREME COURT OF HONGKONG.

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balance.

On Fixed Deposits for 12 months 4 per cent.

" 6 " 3 1/2 "

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BUSINESS DIRECTORY.

HONGKONG

BOOKBINDING

"DAILY PRESS" OFFICE,
The only office in China having European
taught workmen. Equal to Home Work.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1839.
Every Household Requisito. Depot for
Earthman's Kodak Films and Accessories;

17a, Queen's Road Central.

CHEONG LEE & CO., Furniture Stores.
Established over 20 years. Importers and
Exporters. Teakwood Furniture, Black-
wood, Jewellery, &c., highest grade,
best and cheapest. 17a, Queen's Road
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MAISON LEVY HERMANS
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hoile.

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M. MUMUYA, JAPANESE ARTIST.
Bronzines and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8a, Queen's
Road Central.

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Prints read by Englishmen.

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F. BLACKHEAD & CO.
Navy Contractors, Sailmakers, Provision
and Coal Merchants. Sole Agents for
Hartmann Kesthion's Genuine Com-
position Red H and Brand.

BISMARCK & CO.
Navy Contractors, Ship Chandlers,
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makers, &c. Fresh Water supplied to
Vessels in the Harbour.

MORE & SEIMUND,
25 and 26, Connaught Road, Praya Central.
Ship Chandlers, Sailmakers, Riggers,
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Storekeepers; Sole Agents for
Shipowners Composition ("Grey-
ound Brand") and Blundells
Spence & Co.'s Composition.

WATCHMAKERS

DROZ & CO.,
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

R. J. REMEDIOS.

FOREIGN AND COLONIAL STAMP
DEALER,
No. 39, WYNDHAM STREET, HONGKONG,
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ence.

Is also prepared to purchase used POSTAGE
STAMPS in Large or Small Quantities for Cash
AGENTS WANTED.
15 to 25 per cent. Discount Allowed.

AT THE PEAK.

TO BE LET OR SOLD.

UNFURNISHED HOUSE, ten
minutes' walk from Tram Station. Four
Bedrooms.

Apply to—

DENISON RAM & GIBBS,
17, Queen's Road Central,
Hongkong, 9th June, 1903.

11670

TO LET—KOWLOON.

THREE ROOMS, with Verandas (inclu-
ding Gas), No. 2, BARROW TERRACE,
Granville Road, Kowloon. 5 minutes from Ferry.
\$50 per month. Apply on premises.

Hongkong, 5th June, 1903.

11629

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95
and 96, PEAK EAST.
Apply to—
H. N. MODY,
Victoria Buildings,
Hongkong, 2nd December, 1902.

182

TO LET.

FLATS in MORETON TERRACE,
CAUSEWAY BAY, facing the Polo Ground.
No. 2, LIPOP TERRACE (in FLATS).
GODOWNS at BOWLINGTOWN (PEAK
EAST).
HOUSES in LEIGHTON HILL ROAD.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 8th June, 1903.

171

TO LET.

NOS. 1 & 3, "MAGDALEN TERRACE,"
Corner houses, MAGAZINE GATE.
Apply to—

SPANISH PROCURATION,
Hongkong, 1st January, 1903.

173

TO LET SHORTLY.

FURNISHED HOUSE, PEAK ROAD.
Apply to—

HUMPHREYS ESTATE & FIN-
ANCE COMPANY, LTD.
Hongkong, 8th June, 1903.

1040

TO LET.

TWO SPACIOUS NEW GODOWNS,
very suitable for Dry Goods.
Apply to—

W. LYSAUGHT,
153, Wan Chai Road,
Hongkong, 15th April, 1903.

1153

TO LET.

"EIRNSFOOT," UPPER RICHMOND
ROAD.
Apply to—

DEACON & HASTINGS,
19, Queen's Road.
Hongkong, 30th October, 1902.

176

TO LET.

WOODLANDS VILLA, EAST.
Seymour Road. Six Rooms. Semi-
Detached House. Good View of the Harbour.
Apply to—

D'ALMADA & MILLAR,
16, Des Voeux Road Central.
Hongkong, 19th May, 1903.

1163

TO LET

TO LET.

A ROOM in a Fully Furnished House at the
Peak.
One Gentleman required to make up a Mess
of Four. Tennis Court and Garden.
Apply

A. 17.
Care of Daily Press Office.
Hongkong, 25th May, 1903.

1152

"DUNHEVED" and "STONE
HAVEN," ROBINSON ROAD. Each
with Six Spacious Rooms and a well-ventilated
Basement (Servants' Quarters attached). Veranda,
Tennis Court and a large Garden.
Apply to—

SAM WANG CO. LTD.
81, Queen's Road Central.
Hongkong, 8th June, 1903.

1165

TO LET FURNISHED.

N. 2, CAMERON VILLAS, PEAK.
For Two Months from middle of June.
Apply

H. W. BIRD,
Palmer & Turner.
Hongkong, 21st May, 1903.

1498

TO LET UNFURNISHED.

N. 33, CAINE ROAD. Available from
1st March.
"COOMBE," MAGAZINE GAP. Avail-
able from 1st April.

Apply
Daily Press Office.
Hongkong, 16th February, 1903.

1492

TO LET.

"HAETLEY" and "WESTLEY,"
UPPER RICHMOND ROAD.
"STONY BROOK," LOWER RICHMOND
ROAD.

Apply to—
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 2nd June, 1903.

1150

TO LET.

N. 17, SEYMOUR ROAD or WOOD-
LANDS WEST to Rent from 15th
JUNE.

Apply to—
E. H.,
Care of Daily Press Office.
Hongkong, 16th June, 1903.

1143

TO LET.

A. DETACHED BUNGALOW, with
a Tennis Court, at the Peak. Furnished
or Unfurnished. Immediate Possession.
Apply

D. B.,
Care of Daily Press Office.
Hongkong, 5th June, 1903.

1131

TO LET.

N. 3, STEWART TERRACE, the
PARK, PRINCE ALBERT.

Apply to—
ON THE PREMISES.
Hongkong, 30th March, 1903.

1108

TO LET.

N. 7b, DUDDELL STREET (Godown).
No. 5, STEWART TERRACE, PEAK,
Furnished from 5th June to 31st August, 1903.

"WESTBOURNE VILLA," NORTH
BONHILL ROAD.

No. 7, 11, & 18, BELLIOS TERRACE,
Newly Painted and Colourwashed.

"BISNEE VILLA," PORFLUM ROAD.
Land on sea front Kowloon. Marine Lot No. 5,
and admirably suited for the storage of coal.

For terms and particulars, apply to—
LINSTEAD & DAVIS.
Hongkong, 8th June, 1903.

1104

TO LET.

CHAMPAIGNE GROWERS AND
SHIPERS.

Established 1719,
No. 1, CAMERON VILLAS, MOUNT
KELETT.

No. 7, 11, & 18, BELLIOS TERRACE,
Newly Painted and Colourwashed.

"BISNEE VILLA," PORFLUM ROAD.
Land on sea front Kowloon. Marine Lot No. 5,
and admirably suited for the storage of coal.

For terms and particulars, apply to—
LINSTEAD & DAVIS.
Hongkong, 8th June, 1903.

1104

TO LET.

N. 10, SEYMOUR TERRACE.

No. 1, 2 and 3, CORONATION
TERRACE.

And others to suit various requirements.

S. A. SEITH,
Land and Estate Broker.
Hongkong, 22nd May, 1903.

1136

BOARD AND RESIDENCE.

M. R. S. G. I. L. L. A. N. D. E. R. S.,
"GLENWOOD,"

21, CAINE ROAD.
Hongkong, 20th March, 1903.

1915

TO LET.

"TANG YUEN."

BOARDING ESTABLISHMENT.

SUMMER RATES.

European Supervision. Excellent Cuisine
and Accommodation.

Apply—
MANAGERESS,
Maddison Road;

FAIRALL & CO., Queen's Road.
Hongkong, 2nd March, 1903.

1681

TO LET.

"SAVY HOUSE,"
3, LOWER CASTLE ROAD.

BOARD and LODGING. Comfortably
Furnished Rooms. Quiet and Healthy by
Locality.

Apply to—
A. SPIELER.
1st June, 1903.

1157

TO LET.

COMFORTABLY FURNISHED
ROOMS, with Board.

Apply to Mrs. MATHER,
2, Pedder's Hill.

Hongkong, 1st January, 1903.

1182

TO LET.

THE CORN DUTY.

The Rt. Hon. Henry Chaplin writes as
follows to the Editor of the Times:

The speech of the Prime Minister on Friday
(1st May) makes the position of the Government
with regard to the corn duty more incompre-
hensible than ever. Upon his own admission
the tax is neither a burden to the consumer nor
a benefit to the farmer. Then why throw away
a revenue of £2,500,000 a year by repealing a
duty which, on his own showing, is perfectly
harmless, and which, he says, in effect, neither
injures nor benefits any one? That is the
question which the public and numbers of his
supporters are asking; but on that point he
leaves us still in the dark and more bewildered
than ever. Again, with regard to my letter
addressed to the Chambers of Agriculture, I
own that I find it exceedingly difficult to
follow his meaning. He objects to my asking
the Chambers for their support. But why did I go to the Chambers?

It was surely not very unreasonable; I have
been associated with them for years, and my
position was this:—I am contesting a proposal
in the Budget against the Government and the
enormous force behind them; that is a most
serious and most difficult task to embark on for
any one, and still more so for me, with neither
funds nor organisation or the means of creating
it, or even the aid of a secretary, for a purpose
which is essential—viz., getting my case before
the public as widely as possible and in a very
short time. The Chambers, however, have an
excellent organisation already existing; they
have helped me before; that is why I appeal to
them now, and no inference is to be drawn from
the fact that I addressed a letter to them which
is not warranted by the terms of the letter itself.

But he deprecates also "the line of argument,"
which he declares "Mr. Chaplin has used upon
this occasion, because he has appealed to the
Chambers of Agriculture to oppose the abolition
of the tax in their interest, and the only inference
which can be drawn from that is that the la.
duty on corn is a benefit to the British farmer,
and it is a benefit to the British farmer, it can
only be an injury to the British consumer."

"That is a dilemma," he adds, "from which
there is absolutely no escape." Now I am quite
aware that no one excels the Prime Minister as
an acute and adroit dialectician; but even his
ingenuity, I am afraid, will not serve him in this
case. What line of argument is it that he refers to?
"Certainly none that has ever been used by
me; it is a purely imaginary line, not difficult to
answer, and set up by himself as ascribing to me
opinions and views which I do not entertain and
which I have never expressed. And it

OCEAN STEAM SHIP CO., LTD
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"PYROMETHEUS"	On 20th June.
GLASGOW and LIVERPOOL	"STENTOR"	On 27th June.
GLASGOW and LIVERPOOL	"TYDEUS"	On 3rd July.
GLASGOW and LIVERPOOL	"MACHAON"	On 12th July.
GLASGOW and LIVERPOOL	"DIOMEED."	On 16th July.
GLASGOW and LIVERPOOL	"HICTOR."	On 22nd July.
GLASGOW and LIVERPOOL	"NESTOR."	On 29th July.
GLASGOW and LIVERPOOL	"TENGER."	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 8th August.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LIVERPOOL	"HYSON"	On 20th June.
MARSEILLES, LONDON and ANTWERP	"ANTENOR"	On 23rd June.
MARSEILLES, LONDON and ANTWERP	"ALCINOUS"	On 7th July.
LIVERPOOL	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 18th August.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST POINTS, VIA NAGASAKI, KOBE & YOKOHAMA	"MACHAON" "NINGCHOW"	On 14th July. On 10th August.
The s.s. "OANFA" left Tacoma on the 14th inst. for Kobe and Hongkong.		

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

[10-12]

Hongkong, 11th June, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"CHINGTU"	On 11th June.
SHANGHAI	"ICHANG"	On 11th June.
SHANGHAI	"TIENSIN"	On 12th June.
SHANGHAI	"WOOSUNG"	On 13th June.
ILOLIO and CEBU	"WUCHANG"	On 13th June.
MANILA	"SUNGKANG"	On 17th June.
TIENTSIN	"KWEIYANG"	On 18th June.
MANILA	"CHINGTU"	On 4th July.
PORT DARWIN THURSDAY ISLAND, COOKTOWN, CAIRNS TOWNSVILLE, BRISBANE SYDNEY & MELBOURNE	"CHINGTU"	On 4th July.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and North China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

[11]

Hongkong, 11th June, 1903.

HAMBURG-AMERIKA LINIE NORDDEUTSCHER FRACHTDAMPFER DIENST. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES	Freight & Passengers.
STRASSBURG	HAVRE and HAMBURG (Calling at Singapore and Panang)	On 20th June.	Freight & Passengers.
Capt. Maden	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 1st July.	Freight.
SUEVIA	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 15th July.	Freight.
Capt. Borch	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 29th July.	Freight & Passengers.
NUREMBERG	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 24th June.	Freight.
Capt. Juhu	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 14th July.	Freight & Passengers.
WURZBURG	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 18th July.	Freight & Passengers.
Capt. v. Binsen	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 28th July.	Freight & Passengers.
BADENIA	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 12th Aug.	Freight.
Capt. Röder	(Calling at Singapore and Penang)		For Further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, NO. 1.

131

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via INLAND SEA PORTLAND, OREGON OF JAPAN, KOBE and YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMERS.	TONS	CAPTAIN	TO SAIL ON
INDRASAMHA	5107	R. P. Crean	June 14, 1903
INDRAVELLI	4899	W. P. Craven	July 14, 1903
INDEAPURA	4899	A. E. Hollingsworth	Aug 14, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 25th May, 1903.

TOYO KISEN KAISHA MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date.
"ROHILLA MARU"	E. P. Bishop	3569	Wednesday, 17th June, at 11 A.M.
"ROSETTA MAEU"	N. Tate	3576	

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

COMPAGNIE DES MESSAGERIES MARITIMES PAQUETTES—POSTE FRANCAISE.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX. ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 16th June, at 8 A.M., the Company's Steamship "OCEANIAN," Captain Guignes, with Mails, Passengers, Specie and Cargoes, will leave this Port for MARSEILLES (1st BOMBAY).

This Steamer connects at COLOMBO with the s.s. "Australia," which vessel takes on her Passengers and Mails, leaving that port on the 28th June, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 15th June. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 3rd June, 1903. [12]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

THE American Asiatic Steamship Co.'s

"ARARA"

will be despatched on THURSDAY, the 18th JUNE.

For Freight, apply to

SHEWAN, TOMBS & CO.,

General Agents.

Hongkong, 4th June, 1903. [1618]

THE EAST ASIATIC COMPANY, LIMITED.

FOR MAESEILLES, HAVRE, COPENHAGEN AND BALTIK PORTS.

THE Danish Steamer

"PRINSESSE MARIE"

Captain Berentzen, will leave for the above ports on or about the 20th instant.

For Freight or Passage, apply to

MELCHERS & CO.,

Agents.

Hongkong, 3rd June, 1903. [1612]

FOR ODESSA.

THE Russian Steamer

"HERMANN LERCHE"

1,978 tons, will be despatched for the above port on or about 5th July.

For Freight, apply to

BRADLEY & CO.,

Agents.

Hongkong, 1st June, 1903. [1591]

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL

THE Steamship

"GLENESK"

Captain Rafferty, will be despatched as above on THURSDAY, the 9th July.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW.

Hongkong, 8th June, 1903. [1645]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"CHUSAN"

Captain W. W. Cooke, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 20th JUNE, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer

